N. Y. K.
CHICHIBU MARU

第百七拾番船

構材配置圖（側面）
其ノ壹

縮尺八分之壹吋ヲ壹呎ト

London.

Profile & Decks
(1)

~~GEN. BOX No 351~~

of "Kamakura Maru"
M. Ex
"Chichibu Maru"

Yka. 4500

横濱船渠株式會社
造船部設計
2.10.29
YOKOHAMA.DOCK.CO.LTD

26672

007620 - 007625 - 0090

S.No 170.

CONSTRUCTION PROFILE & DECK PLAN. SHEET No 1.)

SCALE 1/8" TO ONE FOOT.

第百七拾番船

構材配置圖（側面）其ノ壹

縮尺八分之壹吋ヲ壹呎ト

ENGINE CASING.
(REFER TO MIDSHIP SECTION.)

ABOVE PROMENADE DECK.
- PLATE .25"
- COAMING PLATE .30"
- STIFFENER 3½" x 2½" x .30" ANGLES. ON EVERY FRAME.

ABOVE BRIDGE DECK.
- PLATE .25"
- COAMING PLATE .36"
- STIFFENER 3½" x 2½" x .30" ANGLES ON EVERY FRAME.

ABOVE UPPER DECK.
- PLATE .25"
- COAMING PLATE .40"
- STIFFENER 4" x 3" x .30" ANGLES ON EVERY FRAME.

ABOVE 2ND. DECK.
- PLATE .28"
- COAMING PLATE .36"
- STIFFENER 4" x 3" x .30" ANGLES ON EVERY FRAME.

ABOVE 3RD. DECK.
- PLATE .30"
- COAMIN PLATE .40"
- STIFFENER 4" x 3" x .30" ANGLES ON EVERY FRAME.

NB.:- ALL THE SECTION USED THROUGHOUT THE SHIP ARE REVISED BRITISH STANDARD SECTION.

PROMENADE DECK FRONT BULKHEAD

- PLATE .625"
- COAMING ANGLE 6" x 3½" x .625"
- STIFFENER 12" x 3½" x 3½" x .40" CHANNEL AT 24" SPACING PARALEL BRACKETED.

APPROVED
LLOYD'S REGISTER OF SHIPPING
NOV 19 1927
KOBE

横濱船渠株式會社 造船部設計
2.10.29
YOKOHAMA.DOCK.CO.LTD
26672

FUNNEL.
(NAVIGATION BRIDGE)
CAPTAINS & CHIEF OFFICER
(CAPTAIN BRIDGE)
DERRICK POST
FORE MAST.
1ST CLASS VERANDAH
1ST CLASS SMOKING ROOM
ENG. LAVATORY
PANTRY
OFFICERS & ENGINEERS ACCOMMODATION
GALLEY
1ST CLASS LOUNGE
1ST CLASS ENTRANCE
PROMENADE DECK
1ST CLASS ACCOMMODATION
SALOON DECK
2ND CLASS ACCOMMODATION
2ND CLASS SALOON
2ND CLASS DINING SALOON
3RD CLASS ACCOMMODATION
CREW'S SPACE
JAPANESE & CHINESE GALLEY
LAUNDRY
UPPER DECK
BRIDGE DECK
SILK ROOM
PROVISION STORE
REFRIGERATED CARGO SPACE
MAIN ENGINE ROOM
DONKEY BOILER ROOM
AUXILIARY ENGINE ROOM
NO. 5 CARGO HOLD
NO. 4 CARGO HOLD
NO. 3 CARGO HOLD
NO. 2 CARGO HOLD
NO. 1 CARGO HOLD
NO. 2 TWEEN DECK CARGO SPACE
CREW'S
PAINT STORE
BOATSWAIN STORE
CHAIN STORE
SHAFT TUNNEL
TUNNEL WELL
No 12 W. B. TANK
No 11 FRESH WATER TANK.
No 10 FRESH WATER TANK
No 9 (AFT) No 9 DRAIN OIL TANK
No 9 (FORE) FRESH
No 8 F.
No 7 FUEL
No 6 FUEL OIL TANK
No 5 FUEL OIL TANK.
No 4 W. B. TANK.
No 3 FRESH WATER TANK
No 2 F. W. TANK.
No 1 W. B.
A.P.
F.P.
3/4 L
3/5 L.
1/2 L.
FRAME SPACE 24"
MAIN FRAME 9" x 3½" x .40" B.A. ALL EXTENDS TO UPPER DECK, CUT & BRACKETED AT W.T. FLAT. (BACK BAR, BOSS FRAMING. SEE END CONSTRUCTION.)
MAIN FRAME 10" x 3½" x .40" B.A. IN TUNNEL RECESS
LOWER TWEEN DECK FRAME 9" x 3½" x .40" B.A. EXTENDS TO UPPER DECK & WEB CUT DOWN TO FORM 6" A. BETWEEN 2ND & UPPER DECKS AT ALTERNATELY FRAME.
LOWER TWEEN DECK FRAME 9" x 3½" x .40" B.A. EXTENDS TO BRIDGE DECK & WEB CUT DOWN TO FORM 6" A. BETWEEN 2ND & BRIDGE DECKS AT ALTERNATELY FR.
MAIN FRAME 9" x 3½" x .40" B.A. WITH REVERSE FRAME 8" x 3½" x .46" A. TO EVERY FRAME EXTENDS TO 3RD DECK. (12" GIRDER)
MAIN FRAME 11" x 3½" x .42" B.A. IN FRESH WATER TANK.
LOWER TWEEN DECK FRAME 9" x 3½" x .40" B.A.
FRAME SPACE 34"
MAIN FRAME 9" x 3½" x .40" B.A. WITH REVERS FRAME 6" x 3½" x .36" A. TO EVERY FRAME EXTENDS TO 3RD DECK (10" GIRDER)
MAIN FRAME 9" x 3½" x .40" B.A. WITH REVERS FRAME 7" x 3½" x .38" A. TO EVERY FRAME EXTENDS TO 2ND DECK (11" GIRDER)
MAIN FR. 9" x 3½" x .40" B.A. WITH REV. FR. 8" x 3½" x .44" A. TO EVERY FRAME EXTENDS TO 3RD DECK. (12" GIRDER)
MAIN FRAME OR LOWER TWEEN DECK FRAME 9" x 3½" x .40" B.A. EXTENDS TO UPPER & PROMENADE DECKS ALTERNATELY.
INTERMEDIATE FRAME 6" x 3½" x .40" ANGLES. SCARPHED TO FRAMES BELOW OR BRACKETED ~~WHERE CONVENIENT.~~
MAIN FRAME 10" x 3½" x .40" B.A. IN OIL TANKS. in conjunction with webs & horizontal girders.
LOWER TWEEN DECK FRAME 9" x 3½" x .40" B.A. EXTENDS TO ~~2ND~~ upper & PROMENADE DECKS ALTERNATELY.
FRAME SPACE 27"
MAIN FRAME 9" x 3½" x .40" B.A. WITH REVERS FRAME 5" x 3" x .34" A. TO EVERY FRAME EXTENDS TO 4TH DECK (9" GIRDER)
MAIN FR. EXTENDS TO 2ND & BRIDGE DECKS ALTERNATELY
MAIN FRAME 9" x 3½" x .40" B.A. WITH REVERS FRAME 5" x 3" x .34" A. TO EVERY FRAME EXTENDS TO 3RD DK. (9" GIRDER)
MAIN FRAME 9" x 3½" x .40" B.A. EXTENDS TO BRIDGE DECK & WEB CUT DOWN TO FORM 6" x 3½" x .40" A. BETWEEN 2ND & BRIDGE DECKS AT ALTERNATE FRAME.
FRAME SPACE 24"
MAIN FRAME 9" x 3½" x .40" B.A. ALL EXTENDS TO BRIDGE DECK. CUT & BRACKETED AT W.T. FLAT.

第百七十番船

構材配置圖（平面）其ノ弐

縮尺八分ノ一吋ニ呎トス

橫濱船渠株式會社
造船部設計

出圖年月日		二十四分
出圖番號		

出圖先及數							
經		修理		錬鉄		船主	
[illegible]工作		綱具		鑄造		監督	
新船係		製帆		製罐		承認	
第一工場		機設計		電氣		海協	
第二工場		機工作		銅工		遞信	
第三工場		機外業		兵器		ロイド	
第四工場		製機		重量		註文	

寫圖	
製圖	
係員	
主任	
副長	
部長	

"Kamakura Maru."

Profile & Decks
(2)

GEN. BOX No. 351

ex

"Chichibu Maru"

Yka. 4500.

橫濱船渠株式會社
造船部設計
2 .10.29
YOKOHAMA.DOCK.CO.LTD

26013

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Foundation

007620-007625-0089

No. 170
CONSTRUCTION PROFILE & DECK PLAN.
SHEET No. 2.
SCALE 1/8 IN TO ONE F.T.

N.B. ALL THE SECTIONS USED THROUGHOUT THE SHIP ARE REVISED BRITISH STANDARD SECTION.

● DENOTES PILLAR ON DECK
○ " " UNDER DECK
◉ " " ON AND UNDER DECK

BOAT DECK HOUSE TOP
BEAM 5"x 3"x .30" A. TO EVERY FRAME
(8'-0" HEIGHT ABOVE BOAT Dk.)
STRENGTHENING UNDER BOAT WINCHES IF NECESSARY
CAPTAIN'S BRIDGE
NAVIGATION BRIDGE
STORE
NO STEEL Dk.
CURTAIN PLATE 10"x .34"
STEEL WALL UNDER
WOOD PLANK 2¼" TEAK
TOP PLATE INCLINED
DIAPHRGM UNDER
KNUCKLE LINE
SHADED PART RAISED 2'-0" ABOVE DECK HOUSE TOP
DOME SKYLIGHT
MAIN ENGINE OPENING
AUX ENG OPENING
WINCH PLATFORM Dk
BEAM 6"x 3"x .34" A. TO EVERY FRAME.
STRENGTHENING UNDER WINCHES AND DERRICK TABLE IF NECESSARY.
CURTAIN PLATE 12"x .30" STRINGER ANG 3"x 3"x .36"
GUTTER WAY ANG 2½"x 2"x .36"
WOOD PLANK 2½" TEAK
PLATE PILLAR UNDER
P. G. UNDER
S. W. UNDER
DOCKING BRIDGE
BEAM 4"x 3"x .30" A
WALL PLATES EXTEND UP ABOVE TOP PLATE
BOAT DECK (DECK HEIGHT 8'-0")
BEAM 6"x 3"x .34" A. TO EVERY FRAME 6"x 3"x 3"x .38" C.H. UNDER BOAT DAVITS & CHOCKS
STRENGTHENING UNDER BOAT WINCH, IF NECESSARY.
BEAM ON TOP OF RAISED ROOF 5"x 3"x .30" A.
CURTAIN PLATE 14"x .36" STRINGER ANGLE 3"x 3"x .36"
GUTTER WAY ANGLE 2½"x 2"x .36"
EXPOSED DECK 2½" TEAK
BOAT DECK
ENGINEERS' ACCOMMODATION
OFFICERS' ACCOMMODATION
1ST CLASS VERANDAH
BATH W.C.
DOME SKYLIGHT
EMERGENCY DYNAMO
OFFRS W.C. & BATH
ZASHIKI
STEEL WALL
PROMENADE DECK (DECK HEIGHT 9'-0")
BEAM 7"x 3½"x 3½"x .40" C.H. KNEE 24"x 17"x .52" (F.No. 46 – FORE END.)
24"x 21"x .50" BKT. 3½" FL. TO Dks.
STEEL SCREEN WITH GLASS WINDOWS.
CURTAIN PLATE 15"x .44"
GUTTER WAY ANGLE 2½"x 2"x .36"
STRINGER ANGLE 6"x 6"x .54"
STRINGER ANGLE 6"x 6"x .70 DOUBLE
STRINGER ANGLE 3½"x 3½"x .54" DOUBLE ANGLE
PROMENADE DECK
PROMENADE 2½" TEAK
NON STRENGTH Dk
STRENGTH Dk
STEEL SCREEN
STORE
2ND CLASS PROMENADE
2ND CLASS VERANDAH
1ST CLASS SMOKING ROOM
1ST CLASS LOUNGE
1ST CLASS ENTRANCE
1ST CLASS READING & WRITING ROOM
DECK COMPOSITION ON 2½" O.P. PLANK
NURSERY
MAIN ENGINE OPENING
AUX ENG OPENING
STAIR WAY
LAV
INFECT HOSPITAL
BAR
No. 5 CARGO HATCH
No. 4 CARGO HATCH
No. 3 CARGO HATCH
No. 2 CARGO HATCH
STRENGTHENING UNDER CARGO WINCHES IF NECESSARY

APPROVED
LLOYD'S REGISTER OF SHIPPING
NOV 22 1927
KOBE

第百七十番船

構材配置圖（平面）
其ノ弐

縮尺八分ノ一吋ヲ一呎トス

横濱船渠株式會社
造船部設計

第百七拾番船

構材配置圖（平面）其ノ参

縮尺八分ノ一吋ヲ一呎トス

横濱船渠株式會社
造船部設計

出圖年月日		分區工事
出圖番號		

出圖先及數

營	[illegible]	船主
[illegible]工作	[illegible]	監督
[illegible]	製帆	承認
[illegible]	機設計	[illegible]協
[illegible]	機工作	遞信
[illegible]	機外業	ロイド
[illegible]	[illegible]	註文

寫圖	
製圖	
係圖	
主任	
課長	
部長	

Profile & Decks
(3)

GEN. BOX No 352

"Kamakura Maru"
ex
"Chichibu Maru"

Yka. 4500.

横濱船渠株式會社
造船部設計
2.10.27
YOKOHAMA DOCK CO. LTD

00501

007620-007625.0088

№ 170.
CONSTRUCTION PROFILE & DECK PLAN.

● DENOTES PILLAR ON DECK
○ 〃 〃 BENEATH DECK
◉ 〃 〃 ON & BENEATH DECK

N.B. ALL THE SHAPES USED THROUGHOUT THE SHIP TO BE REVISED BRITISH STANDARD SECTIONS.

SCALE 1/8 IN. TO ONE FT.

SHEET No. III

BRIDGE DECK
DK. HEIGHT 9'-0" AT SIDE
〃 〃 9'-8" AT CENTER
BEAM 7"×3½"×3½"×.40" CHANNEL
KNEE 24"×17"×.52"
Bm REVERSE BAR 6"×3½"×.48" ANG. & DEPTH OF Bm 10" IN WAY OF ENGINE CASING
STRINGER ANGLE 3"×3"×.50"
SHELL ANGLE 3½"×3½"×.50"
HORIZONTAL BEAM SHELF PLATE 27"×.52"
UPPER DECK
2ND DECK

第百七拾番船

構材配置圖（平面）
其ノ参

縮尺八分ノ一吋ヲ一呎トス

横濱船渠株式會社
造船部設計

出圖年月日
出圖番號

出圖先及數

寫圖
製圖
係員
主任
副長
部長

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LLOYD'S REGISTER OF SHIPPING
NOV 22 1927
KOBE

007620-007625-0088

12

第百七拾番船

構材配置圖

（平面）

其ノ四

縮尺八分ノ一吋ニ一呎

D. NO. H.

橫濱船渠株式會社 造船部設計			
出圖年月日		[illegible]	
出圖番號		H. 4.	
出圖先及數			
控	修[illegible]	鍛鉄	船[illegible]
船工作	綱具	鑄[illegible]	[illegible]督
新船係	製帆	製罐	承認
第一工場	機設計	電氣	[illegible]協
第二工場	艤工作	銅工	[illegible]信
第三工場	機外業	兵器	ロイド
第四工場	製機	重量	註文
寫圖			
製圖			
係員			
主任			
副長			
部長			

6-8

S. NO. 170.

CONSTRUCTION PROFILE &

DECK PLAN

Profile & Decks
(4)

GEN. BOX No 351

"Kamakura Maru"
ex
"Chichibu Maru"

Yka. 4500.

橫濱船渠株式會社
造船部設計
2.10.27
YOKOHAMA DOCK CO. LTD

00369

007620-007625-0085

S. NO. 170.
CONSTRUCTION PROFILE & DECK PLANS.

SCALE 1/8" TO ONE FOOT.

SHEET NO. IV

N. B. ALL THE SHAPES USED THROUGHOUT THE SHIP ARE RIVESED BRITISH STANDARD SECTIONS.

● DENOTES PILLAR ON DECK.
○ " " BENEATH DECK.
◉ " " ON & BENEATH DECK.

3RD DECK
DECK HEIGHT 8'-0" AT CENTER
OIL TIGHT DECK
HEIGHT OF OVERFLOW PIPE ABOVE CROWN OF TANK 7'-6"
BEAM 8 x 3 x 3 x .34 CH
" KNEE 27" x 20" x .52"
BEAM 8 x 3½ x 3½ x .34 CH.
" KNEE 27" x 20" x .52
DECK HEIGHT 8'-0"
REFRIGERATED CARGO SPACE
GENERAL STORE
AUXILIARY ENGINE OPENING
MAIN ENGINE OPENING
3RD CLASS ACCOMMODATION
3RD CLASS ACCOMMODATION
SWIMMING POOL
3RD DECK
TUNNEL RECESS TOP
FRESH WATER TANK TOP
SECTION A-A
4TH DECK
DECK HEIGHT 8'-0"
4TH DECK
REFER TO PANTING ARRANGEMENT.
W. T. BHD.
200
202
204
206
208
210
212
214
F.P.

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NOV 22 1927
KOBE

第百七拾番船

構材配置圖（平面）

其ノ四

縮尺八分ノ一吋ニ一呎

D. NO. H.

横濱船渠株式會社 造船部設計			
出圖年月日			「番圖」
出圖番號			H. 4.
出圖先及數			
控	修	鍍鉄	艤
船工作	綱具	鑄	脊
新船係	製帆	製罐	承認
第一工場	機設計	電氣	協
第二工場	機工作	銅工	送信
第三工場	機外業	兵器	ロイド
第四工場	製機	重量	註文
寫圖			
製圖			
係員			
主任			
副長			
部長			

6-8"

S. NO. 170.
CONSTRUCTION PROFILE &
DECK PLAN
SHEET NO. 4.
SCALE 1/8" = 1'-0"

London

中央横断面畫

第百七拾番船

縮尺貳分之壹吋ヲ壹呎トス

横濱船渠株式會社
造船部設計
2 10.29
YOKOHAMA. DOCK. Co. LTD.

26082

"Kamakura Maru"

GEN. BOX No ~~2222~~ / 2354

oc

Yka. 4500 /

"Chichibu Maru"

S. No. 170.

MIDSHIP SECTION.

SCALE ½" TO 1 FOOT.

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007620 - 007625 - 0086

S.Nº 170

TWIN SCREW MOTOR PASSENGER & CARGO LINER

MIDSHIP SECTION

SCALE ½ INCH TO A FOOT.

TO CLASS TEISHINSHO'S 1ST CLASS VESSEL & LLOYD'S 100 A.1.

COMPLETE SUPERSTRUCTURE WITH "FREEBOARD".

EQUIPMENT NUMBER

L×(B+D)=560×(74+42.5)=	65,240.0
BRIDGE-UPPER TWEEN DECK. (F.Nº 33-166 & F.Nº 180 TO STEM). (375.08+75.25)×90×.75=	3,039.7
UPPER DECK HOUSE. (F.Nº 15-30) 39.17×8.61×.50=	168.6
PROMDE-BRIDGE TWEEN DECK. (F.Nº 45-167) 343.33×8.5×.75=	2,188.7
BRIDGE DECK HOUSE. (F.Nº 5-20, 23-45, 167-175) (30.83+62.33+18.00)×8.5×.5=	472.5
PROMDE DECK HOUSE. (F.Nº 51-57, 61-146) (17.00+240.83)×9×.50=	1,160.2
BOAT DECK HOUSE. (F.Nº 71-146) 212.50×8×.50=	850.0
EQUIPMENT NUMBER =	73,119.7

LIST OF EQUIPMENT

LLOYD'S REQUIREMENTS	TO BE FITTED
3 BOWER ANCHORS (STOCKLESS) 112 CWTS EACH	3 BOWER ANCHORS (STOCKLESS) 121 CWTS EACH
1 STREAM " (EX. STOCK) 35½ "	1 STREAM " (EX STOCK) 35½ "
330 FATHOMS 3" STUD CHAIN CABLE	330 FATHOMS 3" STUD CHAIN CABLE
150 " 6½" STEEL WIRE, STREAM CABLE.	150 " 6½" STEEL WIRE, STREAM CABLE.
140 " 7½" " " . TOWLINE	140 " 7½" " " . TOWLINE
5 OFF 120 FATHOMS 8" HEMP OR 2¾" STEEL WIRE HAWSERS & WARPS	5 OFF 120 FATHOMS 2¾" STEEL WIRE HAWSERS & WARPS.
	2 OFF 120 FATHOMS 3½" FLEXIBLE STEEL WIRE WARPING LINES
	2 OFF 120 FATHOMS 3" Dº
	4 OFF 90 " 9" MANILA WARPING LINES
	2 OFF 120 " 8" " " "

NOTES.

ALL THE SECTIONS USED THROUGHOUT THE SHIP TO BE REVISED BRITISH STANDARD SECTIONS 1924.

ARRANGEMENT OF OUTSIDE SHELL PLATING TO BE CAREFULLY INVESTIGATED ON EXPANSION PLAN.

DRAIN HOLES TO BE FITTED IN CONTINUOUS GUSSET PLATES & CONTINUOUS SIDE GIRDERS WHERE NECESSARY.

GIRDERS AND FLOORS UNDER ENGINES TO BE FITTED TO ABUT TO TOP & BOTTOM PLATING.

IN FORWARD HOLD SIDE STRINGERS TO BE ATTACHED TO SHELL BY SINGLE ANGLE DOUBLE RIVETED.

FRAME SPACING.

34"	FROM AFT PEAK BH. TO 3/5 L. ⚮ FOR'D. (F.Nº 19 TO 163)
27"	" 3/5 L ⚮ FOR'D TO COLLISION BH. (" 163 TO 200)
24"	IN BOTH PEAKS & CRUISER STERN. (F.Nº 19 AFT'D & F.Nº 200 FOR'D)

MAIN SIDE FRAMING.

WHERE	FRAME Nº	FRAME SPACING	CORRECTED FRAMING DEPTH "d" D−{TW. DECK HEIGHT}−{TANK TOP HEIGHT AT SIDE}−{DEDUCTION ※}	MAIN FRAME	REMARKS & EXTENSION.
IN CRUISER STERN	a – i	24"	—	9"×3½"×.40" B.A.	ALL TO UPP DECK, CUT & BRACKETED AT W.T. FLAT.
" AFT PEAK TANK	0 – 18	24"	—	"	
IN TUNNEL RECESS	19 – 33	34"	42.5−(16.5+13.0)−4.17−8"/2 = 8.50	10"×3½"×.40" B.A.	EXTENSION SEE CONSTRUCTION PLAN.
ABOVE " "	"	"	TUN. TOP TO 3RD DECK = 13.00	9"×3½"×.40" B.A.	
IN Nº 4 HOLD	35 – 54	"	42.5−16.5−4.17−8"/2 = 21.50	9"×3½"×.40" B.A. WITH 8"×3½"×.46" A. REV.	12" GIRDER.
" FRESH W. TANK	55 – 61	34"	42.5−(16.5+8.0)−4.17−8"/2 = 13.50	11"×3½"×.42" B.A.	CUT & BRACKETED AT W.T. FLAT.
" " "	62 – 68	"	42.5−(16.5+8.0)−8.66−12"/2 = 9.44	"	
ABOVE " " "	55 – 68	"	4TH – 3RD TWEEN DECK = 8.00	9"×3½"×.40 B.A.	
IN MAIN ENG. ROOM	69 – 90	34"	42.5−16.0−8.06−12"/2 = 17.94	9"×3½"×.40" B.A.	WITH 6"×3½"×.36" A. REV. (10" GIRDER)
" AUX. " "	91 – 106	"	42.5−16.0−6.83−16"/2 = 19.00	9"×3½"×.40 B.A.	WITH 7"×3½"×.38" A. REV. (11" GIRDER)
" " "	107 – 112	"	42.5−16.0−5.00−12"/2 = 21.00	9"×3½"×.40" B.A. WITH 8"×3½"×.44" A. REV.	(12" GIRDER)
IN FUEL O. TANK	114 – 119	34"	LOWEST SPAN 42.5−16.0−5.00−16.0−12"/2 = 5.00	10"×3½"×.40" B.A.	WITH 2 HORIZ. GIRDERS CUT & BRKTD AT W.T. & O.T. FLATS.
" " " "	120 – 126	"	LOWEST SPAN 42.5−16.0−4.17−16.0−8"/2 = 6.00	"	" " "
IN FUEL/CARGO O. TANK	127 – 141	"	42.5−24.0−4.17−8.0−8"/2 = 6.00	"	WITH ONE "
IN Nº 3.2.1. HOLDS	142 – 195	34" 27"	42.5−24.0−4.17−8"/2 = 14.00	9"×3½"×.40" B.A. WITH 5"×3"×.34" A. REV.	(9" GIRDER)
IN CHAIN LOCKER	196 – 199	27"	" " " " = 14.00	"	(")
IN FORE PEAKS	201 – FOR'D	24"	—	9"×3½"×.40 B.A.	EXTEND TO BRIDGE DECK CUT AND BRACKETED AT W.T. FLAT.

※ DEDUCTION = ½ × (OVER RULE HEIGHT OF TANK SIDE BRACKET ABOVE TOP OF TANK AT SIDE)

⊗ ~~INCREASED [illegible] BEYOND THE NORMAL FRAME~~

△ ~~CORRECTED FOR HEAD OF WATER~~

× Framing approved subject to webs & horizontal girders of approved strength & stiffness

Where reverse frames are fitted they are to efficiently scarph the tank side brackets & beam knees.

TW. DECK & INTERM. FRAMING.

IN WAY OF	FRAME Nº	TWEEN DECK FRAMES		INTERM. FRAMES.	
		SIZES	EXTEND	SIZES	REMARKES.
CRUISER STERN AFT PEAK TANK	a – i 0 – 18	9"×3½"×.40 B.A.	ALL TO UPPER DECK CUT & BRACKETED AT W.T. FLAT.	—	—
UPPER STRENGTH DECK	15 – 33	"	TO 2ND & UPPER DKS. ALTERNATELY	6"×3½"×.40" A.	SCARPHD TO FRAME BELOW OR BRACKETED
BRIDGE STRENGTH DECK	34 – 44 167 – 199	"	TO 2ND & BRIDGE DKS. ALTERNATELY	"	"
PROMENADE STRENGTH DECK	45 – 166	"	ALL TO UPPER & PROMENADE DECKS ALTERNATELY	"	"
FOR PEAK TANK	200 – F.P.	"	ALL TO BRIDGE DECK	—	—

BOSS FRAMING. BUILT-UP FRAMES. 6"×3½"×.48" A. (6" FLANGE TO SHELL)

WITH REVERSE FRAMES 7"×3½"×.48" A. (DEPTH OF GIRDER 7½")

SHELL PLATING.

ITEMS	½ L. ⚮	AT ENDS	END LAPS	REMARKS
FLAT-PLATE KEEL Ⓚ	60"×.96"	.86"	3R	DOUBLE BUTT STRAPS
BOTTOM PLATG Ⓐ-Ⓖ	.72	.58	4R – 3R	BOTTOM PLATING A, B & C TO HAVE MIDSHIP THICK. .72" MAINTAINED TO COLLIS. BHD.
SIDE " Ⓗ-Ⓝ	.72"	.54"	4R – 3R	
UPPER DECK SHEER STRAKE Ⓞ	.72"	.54"	"	IN WAY OF BRIDGE DECK.
		# .54"	"	CLEAR OF BRIDGE DECK.
	1.00" AT BREAK OF BRIDGE DECK.			
BRIDGE DECK SIDE PLATING Ⓟ-Ⓠ	.70"	—	4R	IN WAY OF PROMENADE DK.
	.70"	.48"	4R – 3R	CLEAR OF PROMENADE DK. ~~NO COMPENSATION FOR SIDE LIGHTS~~
	1.00" AT BREAKS		4R	
PROMENADE DK. SIDE PLATING Ⓡ	.70"	—	4R	
	1.00" AT BREAKS		4R	
FURNACE PLATE ON SPECTACLE FRAME	—	.86"	5R	SINGLE BUTT STRAP.
SPECT. FRAME } CONNECTG. STERN " } PLATES.	—	.74"	4R	

Rule position of

~~Taper~~ Thickness of after normal taper from ½L.

DOUBLE BOTTOMS.

DESCRIPTIONS		FOR ½ L ⚮	AT ENDS.	× IN DONKEY BOILER RM.	IN MAIN ENGINE ROOM	IN AUXIL. ENGINE ROOM	REMARKS.
CENTRE GIRDER	PLATE	50"×.68"	.54"	.72"	96¾"×.68"	82} 60} ×.68"	END LAPS 4R-3R.
	TOP A.	3½"×3½"×.64" D.A.	3½"×3½"×.58" D.A.	3½"×3½"×.74" D.A.	7"×3½"×.64" D.A.	—	BETWEEN FNOS. 73 & 85. HALF-HEIGHT GIRDER FITTED IN LIEU OF CENTR. GIRDER AS PER SKETCH BELOW.
	BOT. A.	5"×5"×.72" D.A.	5"×5"×.64" D.A.	—	—	—	
	VER A.	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	3½"×3½"×.62" S.A.	6"×6"×.52" S.A.	6"×6"×.52" S.A.	6"×6"×.52"-S.A. UNDER THRUST SEATING. 6"×6"×.62"-S.A. " BOILER BEARER
INTERCL. SIDE GIRDER ⊗	PLATE	.48"	.48"	.56"	.62"	.48"	
	TOP A.	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	3½"×3½"×.62" S.A.	6"×6"×.62" S.A.	6"×6"×.62" S.A.	
	BOT. A.	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	—			IN FORWARD HOLD TO BE DOUBLED.
	VER. A.	5"×5"×.46" S.A.	3"×3"×.46" S.A.	5"×5"×.56" S.A.	5"×5"×.52" S.A.	5"×5"×.52" S.A.	
CONTINS. SIDE GIRDER	PLATE	.48"	.48"	.56"	96¾"×.66"	82} 60} ×.56"	END LAPS 3R.
	TOP A.	3½"×3½"×.52" D.A.	3½"×3½"×.52" D.A.	6"×6"×.62" S.A.	6"×6"×.775" S.A.	6"×6"×.56"/.52" S.A.	AS PER SECTION THRO. MAIN ENGINE ROOM.
	BOT. A.	6"×6"×.52" S.A.	6"×6"×.52" S.A.		6"×6"×.52" S.A.	6"×6"×.52" S.A.	
	VER. A.	3½"×3½"×.52" S.A.	3½"×3½"×.52 S.A.	6"×6"×.62" S.A.	6"×6"×.52" S.A.	6"×6"×.52" S.A.	
FLOOR	PLATE	.48"	.48	.56"	.48" & .56"	.52"	SOLID FLOORS TO BE FITTED TO EVERY FRAME THROUGH OUT.
	FRAME	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	—		—	6"×6"×.52" S.A. FROM 3/5 L ⚮ FOR'D TO COLL. BH.
	REV. FR.	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	3½"×3½"×.62" S.A.	3½"×3½"×.52" D.A.	3½"×3½"×.52" D.A.	6"×6"×.62" S.A. UNDER BOILER BEARER. 6"×6"×.52" S.A. " THRUST SEATING.
W.T. & O.T. FLOOR	PLATE	.56"	.56	.56"	.56"	.56"	
	STIFF.	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	3½"×3½"×.62" S.A.	3½"×3½"×.52" S.A.	3½"×3½"×.52" S.A.	SPACED NOT MORE THAN 30" APART.
TANK TOP PLATING ※	MID. L. STRAKE	62"×.62"	.52"	.66"	.62"	.62	END LAPS 3R
	OTHERS	.54"	.48"	.66"	.62"	.62	END LAPS 3R-2R. 1.25" FOR ENGINE BED PLATES.
MARGIN PLT.	PLATES	.64"	.64"	—	.64"	.64	END LAPS 3R. DEPTH, SEE TANK SIDE CONNECTION
	BOT. A.	3½"×3½"×.64" S.A.	3½"×3½"×.64" S.A.	—	—	—	6"×6"×.64" S.A. AT O.T. WORK.

⊗ INTERC. ½ H.T. GIRDERS FOR'D OF 3/5 L ⚮ AS PER PLAN.

× DONKEY BOILER SPACE ABOUT 35'-0" IN BREADTH AT CENTER.

※ CLOSE CEILING ON TANK TOP IN WAY OF CARGO SPACES.

Plan to be submitted when scantlings will be considered

PITCH OF RIVETS.

ITEM	PITCH C. TO C. IN DIA. OF RIVETS.
FRAME TO SHELL.	6.5½ IN PEAK TANKS, CARGO & FUEL OIL, DEEP F.W. TANKS. BOTTOM BEFORE 3/5 L ⚮ & DEEP FRAMES AT FORE PART.
FRAME TO FLOORS IN AFT PEAK.	5
" " REVERSE.	6.5½ FOR DEEP FRAMES FORWARD & IN DEEP F.W.T.
SHELL PLATE BUTTS.	3½, 4 ON 4PL. BUTT LAP & DOUBLE BUTT STRAPS. 4½ ON 5PL. BUTT STRAP.
" " SEAMS.	8-1" RIV. 9-⅞" RIV. 7-1⅛" RIV. BETWEEN FRAMES, WHERE FRAME SPACING 34" APART & 4" DIA. AT ENDS.
DECK PLATE TO BEAMS.	7
BUTT OF STRINGER PLATE.	3½, 4 ON 4PL. BUTT LAP, 5 FOR NON RULE DECK.
" " DECK "	4.3½ IN WAY OF CARGO & FUEL OIL TANKS } 5 FOR NON RULE DECK.
EDGES " " "	4½.3½ " " " " " " }
GUNWALE ANGLE.	4½
DECK STRINGER ANGLE.	7-RIVETS BETWEEN FRAMES. 5-DIAMR. DOUBLE ROWS. IN WAY OF CARGO & FUEL OIL TANKS.
DOUBLE BOTTOM:-	
BUTT OF MARGIN PL. & CONTINUOUS GIRDERS.	4
& EDGES OF INNER BOTTOM PLATING.	4
MARGIN ANGLE.	4½ 5. DOUBLE ROWS IN WAY OF OIL TANKS.
KEEL ANGLE.	5
FRAME TO FLOOR PL. & REV. FRAME.	6.5½ FRAME TO FLOOR FORWARD 3/5 L ⚮.
VIRTICAL ANGLE ON CR. GIRDER AT ENDS.	5
" " SIDE "	7
ANGLE AT TOP & BOTTOM OF CONTINUOUS SIDE GIRDER ANGLE AT TOP OF CENTRE GIRDER.	7. 5. WHERE W.T.
SIDE GIRDER ANGLE.	7-RIV. BETWEEN FRAMES 5- " " WHERE FR. SPACE 27" APART.
BULKHEAD PLATING.	4½-3½ FOR CARGO & FUEL OIL TANKS.
" BOUNDARY ANGLE.	5 ON SHELL FLANGE 4½ " BULKHD " 5 DOUBLE ROWS FOR OIL TANKS.
" STIFFENERS	7. 6. IN CARGO & FUEL OIL & DEEP F.W. TANKS.
PANTING STRINGER FACE ANGLE.	7
" " SHELL ANGLE.	5-RIV. BETWEEN FRAMES
BUILT TUBULAR PILLAR.	5
DECK GIRDER (FACE BAR TO INTERCOSTAL)	7
GIRDER TO DECK.	5
STEM, STERN FRAME, SHAFT BRACKET.	5

AT ABOUT ½ DEPTH OF VESSEL FOR ¼ OF VESSELS LENGTH IN FORE AND AFTER BODIES 2 SEAMS OF SHELL PLATING ARE TREBLE RIVETED AND IN ONE SEAM ONE PAIR OF ADDITIONAL RIVETS IS FITTED IN EACH FRAME SPACE.

PRINCIPAL DIMENTIONS.

LENGTH OVERALL (WITH CRUISER STERN)	583'-3"
" BET. PP. (L)	560'-0"
BREADTH MLD. (B)	74'-0"
DEPTH " TO UPPER DECK SIDE.	42'-6"
DESIGNED DRAUGHT EXTREME	28'-6"
SHEER TO BRIDGE DECK. FOR'D 9'-0". AFT. 3'-0". MEAN	6'-0"
" TO UPPER " " 10'-0". " 4'-0". "	7'-0"
TW. DK. HT. PROMENADE TO BRIDGE DECK.	8'-6"
" " " BRIDGE TO UPPER DECK AT ⚮ {9'-8" AT C.L. 9'-0" " S.L.	
ABOUT 8'-3" AT A.P. & 8'-0" AT F.P.	
" " " UPPER DK. TO 2ND. DECK.	8'-0"
" " " 2ND. DK. TO 3RD. DK. MACH. SP. FOR'D 8'-0" AFT	8'-6"
" " " 3RD. DK. TO 4TH. DK.	8'-0"
BOAT DECK HEIGHT.	9'-0"
DECK HOUSE ON BOAT DECK.	8'-0"
" " ON PROMENADE DECK. (CLEAR OF BOAT DECK)	7'-9"
TUMBLE HOME AT PROMENADE DECK.	6"
BEAM CAMBER	12" FOR 74'-0" TO BRIDGE DECK & ABOVE. 4" " " TO UPPER " " LOWER. 9" " " TO UPP. DK. WHERE EXPOSED.

SCANTLING NUMERALS.

(1) D = 42.5		
(2) L × D = 560 × 42.5 = 23,800		
L × (B + D) = 560 × (74.0 + 42.5) = 65,240		
(3) L/D TO	UPPER DECK = 560/42.5 = 13.18	
	BRIDGE " = 560/51.5 = 10.87	
	PROMDE. " = 560/60.0 = 9.33	
(4) FRAMING DEPTH "d" ※	4TH. DECK 14.00 FT. FOR'D & 13.50 FT. ABAFT THE MACH. SP.	
	3RD. " (Nº 4 HOLD)	= 21.50
	" " (AUXILIARY ENGINE SPACE)	= 21.00
	" " (" " ")	= 19.00
	" " (MAIN ENGINE SPACE)	= 17.94
	IN WAY OF ABOVE SHAFT SPACE.	= 13.00
"d" AT RULE. POSITION OF COLLISION BULKHEAD.		= 16.75

※ DETAIL SEE MAIN SIDE FRAMING.

DESCRIPTION FOR STRENGTH DECK.

a)	IN WAY OF STRENGTH PROMENADE DECK (BETWEEN F.Nº 45 & 166)
b)	IN WAY OF STRENGTH BRIDGE DECK (F.Nº 166 TO STEM & BETWEEN F.NOS. 34 & 45)
c)	IN WAY OF STRENGTH UPPER DECK (F.Nº 34 TO AFT'D)

BOAT DECK PLATING.

CASES	DECK PLT. WITHIN L. OF OPENING.	DECK PLT. ABREAST OPENING.	STRINGER PLATES	STRINGER ANGLES	SHEATHING
—	.20"	.25" & .40"	60"×.30" & .40"	3"×3"×.36"	2½" TEAK WHERE EXPD. 3" O.P. OR DK. COMP. IN HOUSE

SEE DECK PLANS.

PROMDE. DECK PLATING.

CASES	DECK PLT. WITHIN L. OF OPENING.	DECK PLT. ABREAST OPENING.	STRINGER PLATES	STRINGER ANGLE	SHEATHING.
a)	.38"	.46"	72"×.54"	6"×6"×.54"	2½" TEAK WHERE EXPD. 2½" O.P. OR DK. COMP. IN HOUSE.

SEE DECK PLANS.

BRIDGE DECK PLATING.

CASES	DECK PLT. WITHIN L. OF OPENING	DECK PLT. ABREAST OPENING	STRINGER ※ PLATES	STRINGER ANGLES. (SHELL ANGLE)	SHEATHING
a)	.38"	.46"	54½"×.50"	3½"×3½"×.50"	2½" TEAK AFT EXPOSED DECK. 3" " FORE " "
b)	# .48"–.38"	# .48"–.38"	# 79½"×.68"–38"×.42"	# 6"×6"×.68"–3½"×3½"×.42"	4" " UNDER WINDLASS & CABLE RUN. DK. COMP. INSIDE HOUSE.

SEE DECK PLANS. ※ INCREASED BY 50% AT BRIDGE BREAK.

4 & 6 considered with [illegible] plans

UPPER DECK PLATING.

CASES	DECK PLT. WITHIN L. OF OPENING	DECK PLT. ABREAST OPENING.	STRINGER PLATES.	STRINGER ANGLES. (SHELL ANGLE)	SHEATHING.
a)	.34"	.40"	54½"×.44"	3½"×3½"×.50"–.38"	3" TEAK AFT EXPOSED DECK.
b)	.38"–.34"	.48"–.34"	54½"×.50–42"×.38"	Dº	
c)	.48"–.38"	# .78"–.38"	79½"×1.00–# 44"×.48	7"×7"×1.00"–5"×5"×.48"	3½" O.P. AIRING SPACE.
c)	.42" AT F.Nº 30	SEE DECK PLANS.		6"×6"×.66"	3" O.P. OR DK. COMP. WHERE IN CLOSED.

SEE DECK PLANS.

2ND. DECK PLATING.

CASES	DECK PLT. WITHIN L. OF OPENING.	DECK PLT. ABREAST OPENING.	STRINGER PLATES.	STRINGER ANGLES (SHELL ANGLE)	SHEATHING.
a)	.28" SHEATHED	.28" SHEATHED	54½"×~~.32"~~ .34	3½"×3½"×.38"	3" O.P. OR DECK COMPOSITION.
b) c)	.38–.34	.40–.34	54½"×.50"–42"×.38"	3½"×3½"×.50–.38	3" TEAK WORKING PASSAGE.

SEE DECK PLANS.

.50–.38

may be .44 for (b)

may be .34 for (b)

3RD. DECK PLATING.

CASES	DECK PLT. WITHIN L. OF OPENING	DECK PLT. ABREAST OPENING.	STRINGER PLATES.	STRINGER ANGLES (SHELL ANGLE)	SHEATHING.
a) b) c)	.30"	.30" .28" WHERE SHEATHED	54½"×.34" 42"×.34"	3½"×3½"×~~.34"~~ .38"	3" O.P. OR COMPOSN.

SEE DECK PLANS.

4TH. DECK PLATING.

SEE 3RD. DECK

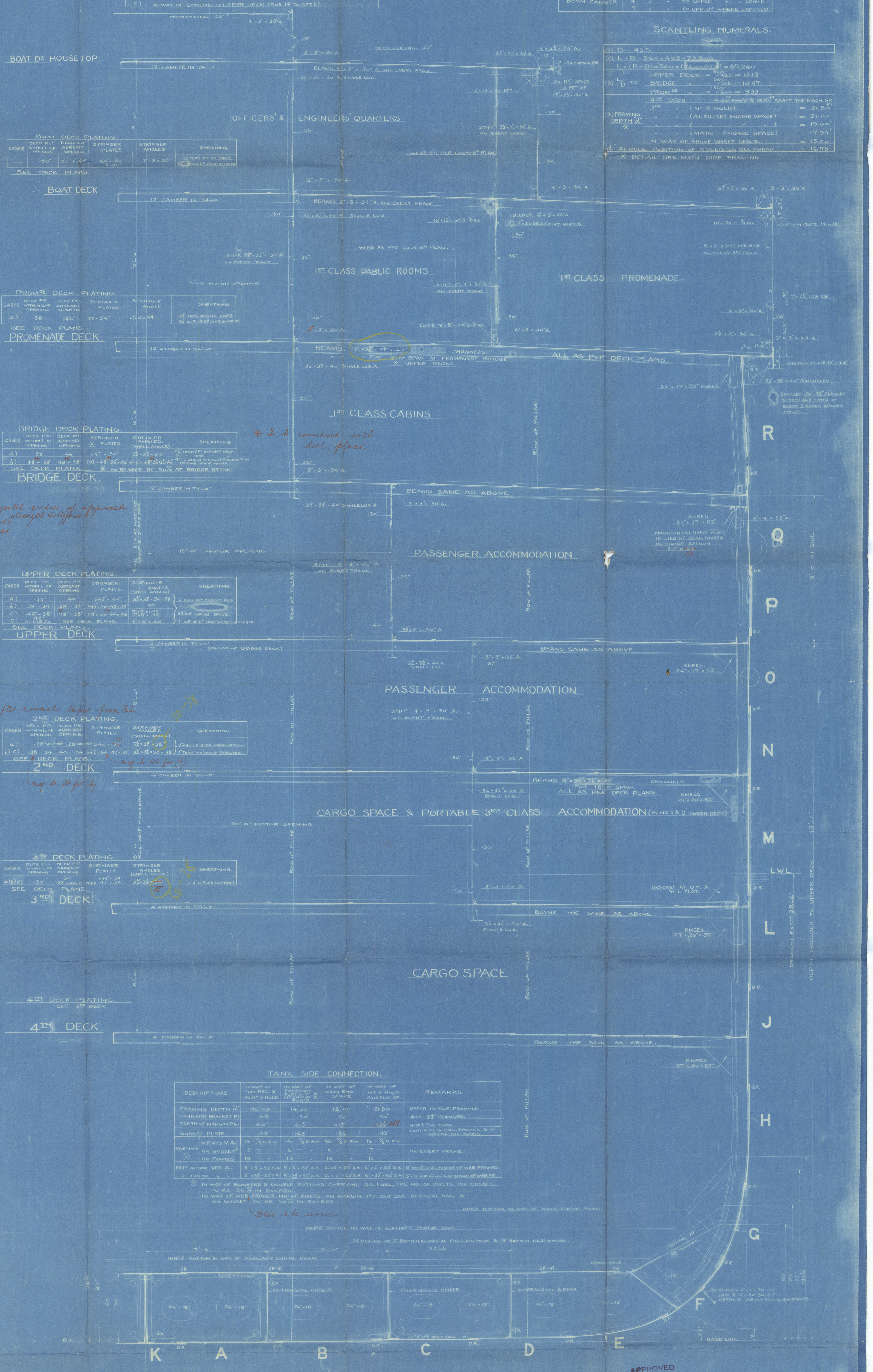
TANK SIDE CONNECTION.

DESCRIPTIONS		IN WAY OF TUN. REC. & IN Nº 5 HOLD	IN WAY OF FRESH W.T. FUEL O.T. & Nº 3 HOLD & FOR'D.	IN WAY OF MAIN ENG. SPACE.	IN WAY OF Nº 4 HOLD. AUX. ENG. SP.	REMARKS.
FRAMING DEPTH "d"		10.00	14.00	18.00	21.50	REFER TO SIDE FRAMING.
TANK SIDE BRACKET PL.		.48"	.50"	.50"	.50"	ALL 3½" FLANGED.
DEPTH OF MARGIN PL.		40"	40½"	41½"	~~42½"~~ 43½"	NOT LESS THAN
GUSSET PLATE		.48"	.48"	.56	.48"	CONTIN. PL. IN ENG. SPACES & IN WAY OF OIL TANKS.
RIVETING ⊗	M.P. OUTS. V.A.	13 – ⅞" D. RIV.	14 – ⅞" D. RIV.	16 – ⅞" D. RIV.	16 – ⅞" D. RIV.	
	ON GUSSET	5 – "	6 – "	6 – "	7 – "	ON EVERY FRAME.
	ON FRAMES	14 – "	15 – "	16 – "	16 – "	
M.P. OUTSIDE VER. A.		5"×5"×.52" S.A.	5"×5"×.52" S.A.	6"×6"×.52" S.A.	6"×6"×.52" S.A.	5" OR 6" D.A. IN WAY OF WEB FRAMES.
" INSIDE " "		5"×3½"×.52" S.A.	5"×3½"×.52" S.A.	6"×6"×.52" S.A.	6"×3½"×.52" S.A.	5"×5" OR 6"×6" S.A. IN WAY OF WEB FR.

⊗ IN WAY OF BUNKERS & DOUBLE BOTTOMS CARRYING OIL FUEL, THE NO. OF RIVETS ON GUSSET, TO BE 30% IN EXCESS.

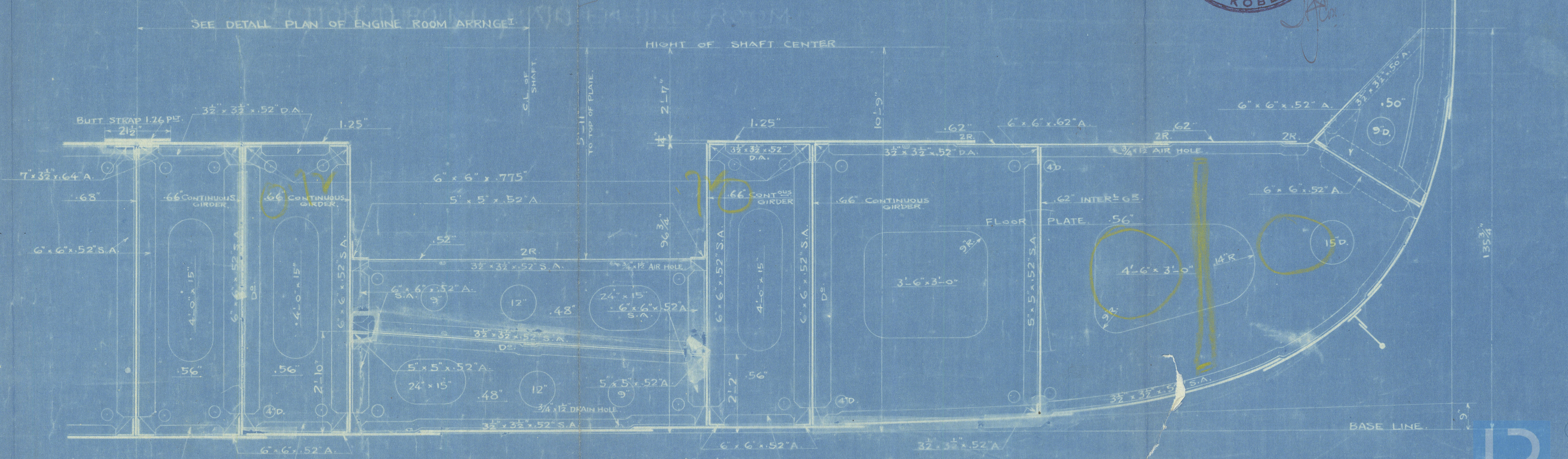
IN WAY OF WEB FRAMES NO. OF RIVETS ON MARGIN PL. OUT SIDE VERTICAL ANG. & ON GUSSET TO BE 50% IN EXCESS.

Detail to be submitted.


MOTOR CASING .28"
BOAT DK. HOUSE TOP
12" CAMBER IN 74'-0"
BEAMS 5"×3"×.30" A. ON EVERY FRAME
DECK PLATING .25"
OFFICERS' & ENGINEERS' QUARTERS
BOAT DECK
BEAMS 6"×3"×.34" A. ON EVERY FRAME
3½"×3½"×.34" A. SINGLE LUG.
WEBS AS PER CONSTN. PLAN.
STIFF. 3½"×2½"×.30" A. ON EVERY FRAME.
9'-0" MOTOR OPENING
1ST CLASS PUBLIC ROOMS
1ST CLASS PROMENADE.
5"×5"×.50" TEE BAR ON EVERY 3RD FRAME.
CURTAIN PLT.
PROMENADE DECK
CHANNELS
ALL AS PER DECK PLANS
1ST CLASS CABINS
BRIDGE DECK
BEAMS SAME AS ABOVE
15'-0" MOTOR OPENING
PASSENGER ACCOMMODATION
ROW OF PILLAR
UPPER DECK
4" CAMBER IN 74'-0"
9" " " " (CLEAR OF BRIDGE DECK)
PASSENGER ACCOMMODATION
2ND DECK
20'-0" MOTOR OPENING
CARGO SPACE & PORTABLE 3RD CLASS ACCOMMODATION (IN Nº 1 & 2 TWEEN DECK)
3RD DECK
CARGO SPACE
4TH DECK
BEAMS THE SAME AS ABOVE
INNER BOTTOM IN WAY OF MAIN ENGINE ROOM.
INNER BOTTOM IN WAY OF AUXILIARY ENGINE ROOM
7½" CEILING OR 2" BATTEN IN WAY OF FUEL OIL TANK & 1½" BATTEN ELSEWHERE.
INTERCOSTAL GIRDER
CONTINUOUS GIRDER
L.W.L.
DEPTH MOULDED TO UPPER DECK 42'-6"
DRAUGHT EXTR. 28'-6"
BASE LINE
R
Q
P
O
N
M
L
J
H
G
F
E
D
C
B
A
K

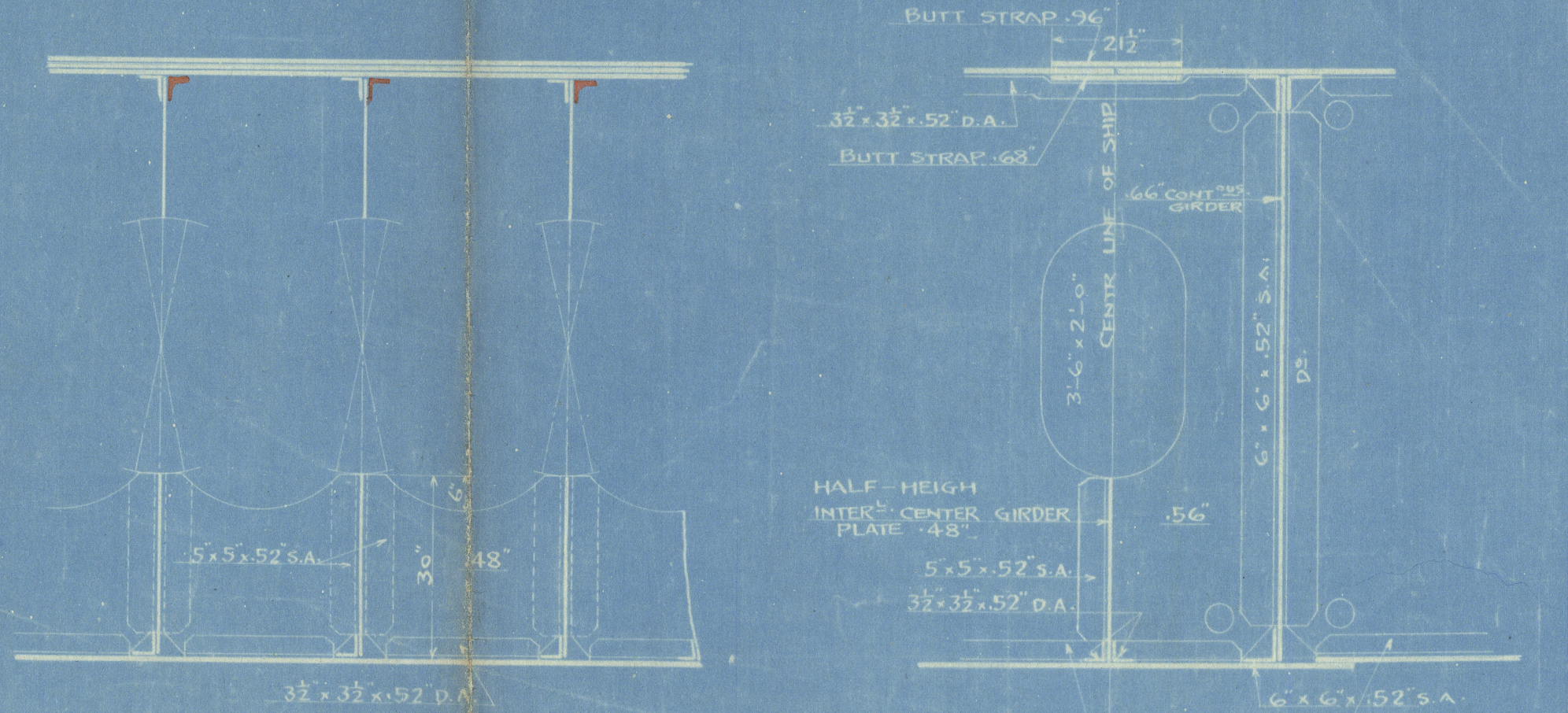
SECTION THROUGH MAIN ENGINE ROOM.

SEE DETAIL PLAN OF ENGINE ROOM ARRANGT.



SKETCH SHOWING THE HALF HEIGHT CENTRE LINE INTERCOSTAL GIRDER UNDER MAIN ENGINE ROOM. (F.NOS. 73 – 85)

WHERE CENTRE GIRDER IS DISPENSED WITH.



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Lloyd's

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舵

縮尺二分ノ一吋ヲ一呎トス

御承認用

橫濱船渠株式會社
造船部設計
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YOKOHAMA, DOCK. Co. LTD

583

"Kamakura Maru"
ex
"Chichibu Maru"
Yka. 4500

~~GEN. BOX NO 354~~

S. NO 170.

RUDDER.

SCALE ½" TO A FT.
DETAILS 1" TO A FT.

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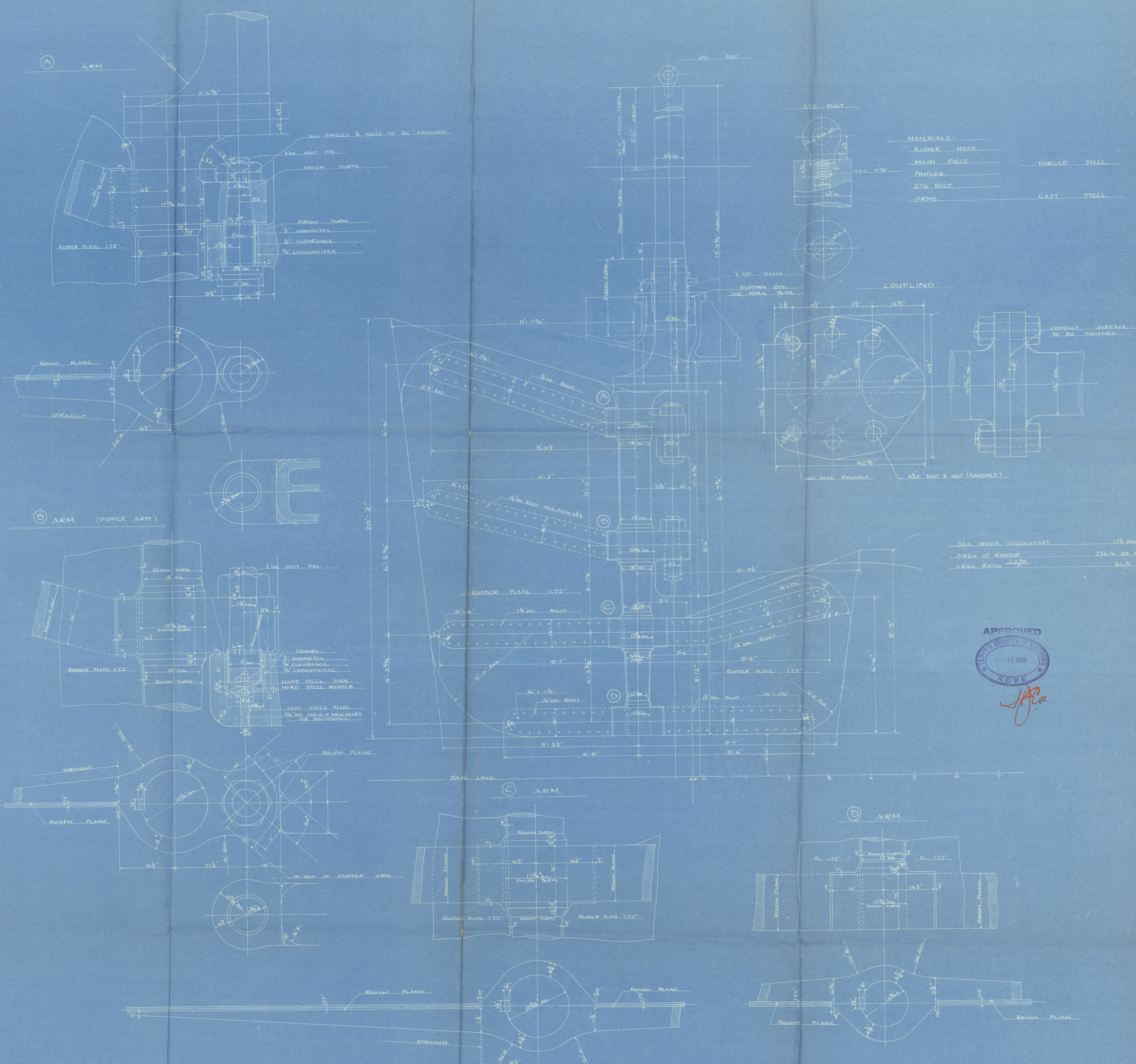
Ⓐ ARM
Ⓑ ARM (STOPPER ARM)
Ⓒ ARM
Ⓓ ARM
COUPLING
EYE BOLT
ALL PINTLES & NUTS TO BE FINISHED.
½" DIA. SPLIT PIN.
FINISH TURN.
½" GUNMETAL.
1/16" CLEARANCE.
3/4" LIGNUMVITAE.
RUDDER PLATE 1.22"
ROUGH PLANE
STRAIGHT
ROUGH TURN
SQUARE.
HARD STEEL SHOE.
HARD STEEL WASHER.
CAST STEEL PLUG.
3/4" DIA. HOLE IF NECESSARY FOR MACHINING.
FACE OF STOPPER
IN WAY OF STOPPER ARM.
3" DIA. SLEEVE
STUFFING BOX. SEE ACCESS PLAN.
ROUGH TURN
FINISH TURN
1⅛" DIA. RIVET
1¼" DIA. RIVET
CONTACT SURFACE TO BE FINISHED.
NUT FACE FINISHED.
4½"D. BOLT & NUT (FINISHED.)
BASE LINE
20'-2"
6'-5⅜"
4'-3⅝"

MATERIALS:-

RUDDER HEAD.	
MAIN PIECE.	FORGED STEEL.
PINTLES.	
EYE BOLT.	
ARMS.	CAST STEEL.

SEA SPEED. (CALCULATED).	17½ KNOTS.
AREA OF RUDDER.	256.4 SQ. FT.
AREA RATIO $\frac{L \times DR}{A}$	60.8

APPROVED
LLOYD'S REGISTER OF SHIPPING
JAN 18 1928
KOBE

J. A. Cox.

舵

第百七拾番船

縮尺二分ノ一吋ヲ一呎トス

御承認用

造船部設計
3. 1. 13
YOKOHAMA. DOCK. Co. LTD.

5?3

S. No 170.

RUDDER.

SCALE ½" TO A FT.
DETAILS 1" TO A FT.